

FEW MOVES AGAINST THE FASHION PIRATES

Attempt Being Made to Stop Labelling of Imitations as French Models.

PROTECTING LAW SOUGHT

Rodman Wanamaker's Agents Here and in Europe Are Doing the Work.

PHILADELPHIA, March 29.—The announcement made by Jacques Worth that he has come to this country for the purpose of attempting to stop the wholesale pirating of French models and the substitution of false labels in gowns and millinery has brought to light the exhaustive investigations made in this country and Europe by Rodman Wanamaker for several years in order to stop the evil. Mr. Wanamaker has had agents at work and has taken up the matter of organizing the Paris fashion creators for their protection.

Reports gathered by Mr. Wanamaker's representatives abroad show that the labels of the well known makers are substituted upon inferior garments and copied abroad as well as in this country. It has long been his own idea to have legislation created to protect a dress and millinery label by law in the same manner as a book title may be copyrighted.

"I have always looked upon the French people," said Mr. Wanamaker, "as the great creators who really lead us all in their remarkable genius. It is for their protection, just as we should protect all art, that I have urged organization and laws to prevent the substitution of labels."

"I have felt that it was a matter serious enough for the Governments of France and the United States to take up, and I believe that proper legislation would correct the evil."

"Representatives abroad," continued Mr. Wanamaker, "met with much difficulty in arousing interest among the modistes there as to taking any organized movement for their own protection. When it was brought before the Chamber of Commerce in Paris that body declined to take action until some offended party brought it before them."

"At that time, comparatively recent, modistes said that they did not feel injured sufficiently to take action, and all my efforts to arouse interest to the extent of having the French authorities request this country in aiding them in stamping out the pirating seemed to be for naught."

"I have never ceased my efforts in that direction, however, and at the present time my men in Paris are constantly urged to do all in their power to bring about a concerted movement."

"In this country the pirating is done chiefly in millinery and the gowns bearing false labels are comparatively few. Even though this substitution is carried on only on a small scale it places Americans in the light of being copyists in an unfair manner."

"There is no law covering this matter, but I don't think it would be difficult to have Congress pass an act protecting dress labels. We apparently can do nothing in this country without organization with the French fashion creators, and I have been seeking that and am still doing so."

"In reality the originators are the heaviest losers, as it is their genius and creation which are being confiscated directly from them despite all efforts made to prevent it."

CHANCES FOR EXPLORERS.

Parts of the World Unknown to the White Man.

The terrible fate of Capt. Scott and his brave companions, whose memories will long be remembered, has been a great loss to the world. The discovery of the frozen continent, however, has opened up new fields for exploration.

On a rough estimate about 7,000,000 square miles, or one-eighth of the total land surface of the world, are waiting to be discovered. Some 200,000 square miles of this lie in the Arctic regions of the north, but among the frozen tracts that form Antarctica in the south, where Scott and his gallant followers were penetrating, nearly 3,000,000 square miles are relegated to the sole use of whales, seals, penguins, petrels and other animal and bird inhabitants of frozen homes.

It is true that human habitation could never be formed in such climates as these, but the scientific world is ever eager for the discoveries of explorers, and even among uninhabited districts their work is never wasted.

In Arabia there exists a tract of unexplored country nearly five times as large as Great Britain. It stretches from Mesopotamia to the southeast coast and is called Dahakia, or "The Dwelling of the Cold." Probably no more desolate waste is to be found in the globe, for not a single river is estimated to flow through its entire 400,000 square miles. Imagine Germany and France combined without river or stream, and you will gain some idea of the parched condition of Dahakia.

The Sahara is a blissful retreat by comparison. Some authorities state that the whole desert is not worth the price of a good Malacca cane. Others give credence to the legend that treasures and hidden cities lie in the heart of the sands.

Of quite a different character are the enormous mountain fastnesses of South America, which lie along the upper Amazon and in the districts of Colombia and Peru. The celebrated treasure of Cuzco lies secreted among the Peruvian heights, impenetrable forest, mountain jungles and incomprehensible fever spreading rivers, and the most intrepid adventurers at bay. During recent years over a dozen expeditions have been either wholly or partially wiped out in their efforts to wrestle with these regions.

Although the famous El Dorado, which set the sixteenth century ablaze, has never been unearthed, the country generally caught fittingly the name of El Dorado, for the rich minerals and precious stones emanating therefrom.

Strange wild-eyed men descend occasionally from the mountains, bringing wonderful fragments with them. But they refuse to act as guides to those who would accompany them back.

It is curious to realize that vast portions of our own hemisphere have never been seen by British eyes or the eyes of any white men. Nearly a quarter of Australia is still unexplored, mainly in the west, where the population averages only one person in about every twenty square miles. According to this back, England's total population would work out at 2,500 and the Isle of Wight at 75.

New Guinea has baffled countless expeditions, though many are still trying to fight their way inland from the coast. Despite the fact that the interior of this island is practically a geographical blank, it is nearly divided on the maps between British, German and Holland. Among its products are birds of paradise, spices and cannibals.

THE MOTHS AND THE FLAME



TOKIO, Japan, March 28.—Two Japanese officers, Lieutenants Tokuda and Kimura, were killed to-day while giving an exhibition flight in an aeroplane before a large gathering of members of Parliament.

VERDUN, France, March 28.—Lieutenant Brossard, a French army officer, was killed while making a flight in an aeroplane here this morning.

Aviation has now cost nearly 300 lives.

RAILROADMEN ARGUE ON FULL CREW BILL

Sulzer Does Not Indicate Attitude After Hearing Both Sides.

NECESSITY, SAY WORKERS

Officials Assert That Extra Man Is Not Needed for Safe Service.

ALBANY, March 29.—Gov. Sulzer for more than three hours this afternoon listened to arguments for and against the full crew bill. He gave no indication of his attitude on the measure except through an inquiry as to what percentage of trains now operated in this State meet the requirement of the full crew bill.

President W. H. Traudelle of the Lackawanna said that two-thirds of the trains on his road carried the number of men required by the bill, and President Underwood said that 40 per cent. of the Erie trains met or exceeded the requirements.

Samuel Rea, president of the Pennsylvania, W. C. Brown of the New York Central and E. H. Thomas of the Lehigh Valley and Vice-President A. R. Whaley of the New Haven asserted that the railroad officials were not so short sighted as to try to save through inadequate train crews and risk accidents and the consequent damage payments.

President William T. Newman of the Buffalo, Rochester and Pittsburgh said the proposed law would be an unnecessary hardship on his road, while President Ralph Peters of the Long Island Railroad pointed out that the bill would compel his road to employ firemen on their electric locomotives.

Others who opposed the bill were Senator Frank Godfrey, representing the State Grange, C. Fred Hoshart, legislative committee man of the State Agricultural Society, William Pitkin of Rochester, representing the State Horticultural Society, and George W. Sisson, president of that society, and ex-Mayor James G. Cutler of Rochester.

President Brown said the bill would compel the railroads of New York State to employ 2,000 men whose services could not be utilized to advantage at a cost of \$2,000,000 a year. He said the engineers and conductors, who know best, were opposed to the bill generally.

"These additional 2,000 men would come from the farms and factories and would strike a severe blow at the agricultural interests," said President Brown.

President Thomas presented a petition from fifty conductors on his road declaring an extra trainman was unnecessary. Continuing, he said:

"In Pennsylvania, where the full crew law is in operation, six train employees were killed and 498 injured in the year ending in November last, while in New York State but four train employees were killed and 275 injured."

President Rea warned the Governor that if this expense is added the procuring of additional steel cars, block signals and grade crossing eliminations would be curtailed.

John R. Pidgeon of Oswego, representing the Railroad Trainmen; Thomas F. Ryan of Albany, representing the Brotherhood of Locomotive Firemen and

Engineers; John T. McDonough of Albany and John Fitzgibbons of Oswego, argued that the additional trainman was needed not only to protect the lives of the railroad employees but of the traveling public.

They said that the railroads were putting the dollar up against the human life and that they had in the past fought for railroad measures mainly on the ground of increased expense without regard to the added protection to the public.

JERSEY TRAIN HITS EXPRESS.

Newark Local Derailed, but No Passengers Are Hurt.

The east bound local from Newark on the Erie Railroad, travelling fifteen miles an hour, ran past the Croton signal tower at 7:30 o'clock last night and bumped into the engine of the express train from Buffalo at the switch near Tompkins avenue, Jersey City.

The engine and front coach of the Newark train were derailed. Nobody was hurt.

The passengers on the local, many of whom were going to the theatre in New York, were taken to Jersey City on the Buffalo express.

HOME IN 2 COUNTIES, SHE DEFIES SHERIFF

Mrs. Gmellen's House Is in Kings and the Back Yard in Queens.

Because her house is in Kings county and her back yard in Queens county Mrs. Louise Gmellen of 1418 Flushing avenue, Metropolitan, for more than a week has defied Sheriff George Emmer and four deputies from Queens county to arrest her for failure to pay a judgment of \$65.40, and Arthur Werther, a lawyer, appeared before Judge Humphrey in the Queens County Court yesterday and asked leave to discontinue the action in Queens. His motion was granted, and now he will sue Mrs. Gmellen in the county in which her house is located.

Mrs. Gmellen began to give the lawyers something to think about when last November Max Wendell, a veterinary surgeon of Metropolitan avenue, Ridgewood, got a judgment against her for the \$65.40. It was then supposed that Mrs. Gmellen lived in Queens county, so Attorney Werther began supplementary proceedings in that county.

Mrs. Gmellen refused to pay and a court order was obtained directing that she be arrested and locked up in the civil jail in Queens until she did pay. The order was given to Sheriff Emmer of Queens to serve, but Mrs. Gmellen defied the deputies when they went to arrest her. She declared she lived in Kings county, and Sheriff Emmer finally learned that she was right, as her house proved to be in Kings and the back yard in Queens.

The Sheriff then had his four deputies watch Mrs. Gmellen's back yard in relays for several days, but she never once ventured out of her back door.

Despairing of catching their quarry the deputies finally gave up the vigil. Now, when a judgment is obtained in Kings county, it is expected that Mrs. Gmellen will camp out in her back yard and bid defiance to the Kings county authorities.

HOTCHKISS OPPOSES STATE INSURANCE

Says People Would Not Turn From Companies to Make Experiment.

INSURANCE MAN AGREES

Woman Secretary of Bay State Savings Bank Co. Takes Opposite View.

William H. Hotchkiss, former State Superintendent of Insurance, advocated control of the insurance business by private concerns instead of State control at a luncheon yesterday at the Republican Club, 54 West Fourth street.

Hotchkiss said that selling insurance is purely a business matter and that so long as the people get good service from the private institutions they will not turn to the experiment of State insurance.

"The Government," he said, "should not assume insurance as one of its functions. In New Zealand, where national insurance is established, the private companies compete successfully with the Government despite a tremendous cutting of rates, and in a few years will surpass the Government in volume of business."

Dr. Lee K. Frankel, vice-president of the Metropolitan Life Insurance Company, said that the question of State or industrial insurance meant, primarily, whether or not we are to have compulsory insurance.

"In this country," he said, "we are further advanced industrially and have finer types of workmen and employers. The pension systems which have been adopted by so many large manufacturers and merchants show that the employer and the employee are working out this problem for themselves. We are not ready for compulsory insurance until the employer shows by his acts that he is unfit to care for his employees."

Mr. Frankel defended the course of the insurance companies in soliciting business through an army of agents on the ground that that was the only way in which business could be secured.

In this view Mr. Frankel was opposed by Miss Alice H. Grady, financial secretary of the Massachusetts Savings Bank Insurance Company. The additional expense entailed by the employment of so many agents tends to put insurance out of the reach of the working man, she said.

"Our Massachusetts savings bank insurance law," said Miss Grady, "recognizes that under our present industrial system it is not possible for the average wage earner, unaided, to make adequate money provision against the contingencies of the future. Under our law the State appropriates from public revenue a sum sufficient to pay the administration cost of providing a system of wage earner's insurance against death and old age and the savings bank supplies, without cost to the policy holder, the machinery through which the work may be done."

Edward K. Bird was chairman of the meeting. Other speakers were Paul Kennedy of the American Association for Labor Legislation and William J. Montgomery, State Actuary, of Massachusetts.

DEATH OF M'CREA HALTS R. R. ARBITERS

Hearing Ends Until Tuesday to Allow Members to Attend Funeral.

BRANDEIS AT SESSION

Hears Overtime Statistics From Chief Clerk of the Pennsylvania.

The arbitrators hearing the locomotive firemen's demands at the Waldorf-Astoria decided yesterday to hold no session to-morrow out of respect to the memory of James M'Crear, former president of the Pennsylvania Railroad, whose funeral will be held to-morrow afternoon. Judge Chambers, chairman of the arbitration board, said:

"It has come to the knowledge of the board that Mr. M'Crear is dead and will be buried at half past 2 on Monday. It is proper that out of respect to a man's memory who had the confidence of the public and who had the affectionate esteem of all his associates for years and, as I believe, the regard and sympathy of the men who had helped to make the Pennsylvania Railroad what it is to-day, we should not meet on Monday. By the sympathetic courtesy of Mr. Carter and Mr. Lee, representing the respective interests, and Mr. Atterbury, my associate on this board, who wishes, of course, to attend that funeral, and perhaps other officials and men from the Pennsylvania Railroad, the board has decided to adjourn its hearings until Tuesday morning at 9 o'clock."

J. G. Walber, assistant to the third vice-president of the Baltimore and Ohio Railroad, who had been on the stand for the railroads for several consecutive days, finished his testimony yesterday forenoon. He was succeeded by S. G. Hoover, a chief clerk of the Pennsylvania Railroad.

During the hearing Louis D. Brandeis of Boston came in and was an interested listener. Mr. Hoover submitted a statement showing overtime paid to men engaged in engine and train service on the middle division.

It showed that in 1902 the payments for overtime to all engine and train employees was \$231,374. The total wages paid these men for the same year was \$1,235,989.95, showing that for every dollar paid for time to the men in that year 18 cents was for overtime. In 1912 he said, the total overtime payments were \$34,476.71, the total wages paid being \$1,125,226.17, showing that for every dollar earned by the men in that year three cents was for overtime.

In reply to a question by President Carter of the firemen's brotherhood, he said, the sixteen hour law through agreement between the Pennsylvania Railroad and its employees, made overtime cease, generally speaking, at the end of sixteen hours unless there is some reason for exceeding it, such as a breakdown.

Mr. Carter asked a number of questions, bringing out the testimony that the division was paying less money to the men in 1912 than in 1902, but the witness said that it was to a smaller number of men.

Most of the testimony of the witness was of a technical kind. In reply to questions by Mr. Lee the witness said that grades had been reduced and curves straightened since 1902. There were also increased yard facilities and the trains were on the road less hours.

J. W. Lott, a fireman on the West Shore Railroad, was called to testify in rebuttal regarding tests between large and small engines. These tests were supposed to be typical of the general runs of the different kinds of engines. His testimony was intended to convey that the tests were not typical and did not necessarily show that as a whole the larger engines were handled with as little labor as the smaller engines of the older make, which the tests appeared at first to show.

The contention of the firemen is that the larger engines mean harder work for the firemen. Mr. Lott was the last witness for the day.

CHAPPLE SIGNS TO RACE.

Leading Motorcyclist Is First to Get Under Contract.

Arthur Chapple, the leading motorcyclist of this part of the country, has signed a contract for the coming summer season of racing at the Brighton Beach Stadium Motordrome. Chapple is the first one to get in line. The season will open on May 31, and in the meantime the management will be busy signing up the others who will appear.

Chapple had been looked upon as the national champion until Eddie Hasha of Texas beat him last year, and since Hasha was killed in an accident at Newark the following day the title reverts to Chapple, according to his friends.

"77" FOR GRIP & COLDS

A writer says, "When I feel a Cold or Sore Throat coming on I rub my throat and breast for several minutes, so as almost to produce pain, I get immediate and permanent relief. If this had occurred only once or twice, I might think it was simply a natural recovery on account of my otherwise good health, but after so many times I have come to the conclusion that the relief was the result of drawing fresh blood to those parts which were affected, by the friction."

To accelerate the circulation take "Seventy-seven" at the first feeling of a Cold, it will disappear quickly.

If you wait till the Cold gets deep seated it may take longer to break up. At your Druggist, 25c., or mailed.

Humphreys' Homeo. Medicine Co., 150 William Street, New York.—Advertisement.

ALL CARS TRANSFER TO
Bloomingdale's
Lexington to 3d Ave. 59th to 60th St.

Easily Accessible

All Lexington Avenue and Third Avenue cars pass Bloomingdale's, while other great trunk lines in the vicinity and on the West Side transfer to the Fifty-ninth Street lines, which convey passengers to the door. Queensboro Bridge, a terminal for many Long Island trolley lines and a thoroughfare for interborough routes, is in the immediate vicinity.

Perfect Fur Storage

The Bloomingdale Dry Cold Air Plant is of the latest construction and equipped with every modern invention to insure the perfect preservation and safety of furs and fine textiles. Our insurance is absolute and higher rates can buy no better service. Leave call in the store, or telephone 5900 Plaza.

Handsome Frocks and Evening Gowns

SELECT SHOWING OF NEW MODES IN OUR WOMEN'S STORE.

Special attention is directed to our latest and most attractive models in GOWNS AND SUITS at \$25.00, \$30.00, \$35.00, \$40.00, \$45.00 and upward to \$125.00, which will be on view to-morrow, Monday.

A Smart Street Frock, after a Drecoll Model, of Canton Crepe is especially inviting. One of the season's most favored materials. Bolero waist effect discloses shadow lace vestee front, sailor collar and neat cuffs of lace and hemstitched chiffon. Skirt is artistically draped and has a plaited girdle of contrasting moire ribbon and hand-embroidered and fringed sash at back and front. Passementerie cord trimming at neck, reaching below the waist line. Bodice is silk lined and faultlessly finished. Shades of midnight blue and black. **\$39.50**

Women's White Sea Island Duck Footwear

Introducing modish models in women's white duck button boots, with canvas or leather colored heels and latest Colonial, with Goodyear welt soles and large buckles. **\$2.98**

Women's Pure Thread Silk Stockings

Tomorrow, we present women's full-fashioned silk hose, with extra high-appliqued heels, double soles and broad garter hem; variety of colors and black and white. **69c**

Superior Brocade Crepe Meteor

Special attention is invited to a sale to-morrow, Monday, of rich 40-inch Brocade Crepe Meteors and their very handsome designs. They are especially adapted for the prevailing three-piece gown and coat effect, as they are substantial in weight and high in quality. Colors include flame, Copenhagen, light blue, pink, navy, ivory and black. Regular price \$4.00. **\$2.98**

The New Crepe de Chine Blouses

Attractive and entirely new model crepe de Chine Blouse, collar and cuffs, embellished with Bulgarian embroidery. **\$8.49**

Just added to the regular stock of this department, a number of handsome chiffon and lace blouses, no two alike, at \$9.98, \$12.98 and **\$14.98**

Second Floor.

Beginning Tomorrow, Monday, we announce A Clearance of a Quarter Million Dollar Stock of

Oriental Rugs at Sweeping Reductions

Bringing the opportunity for you to secure unusual economies in small, medium and large Rugs

Lex. to Third Ave., 59th to 60th St.

Baltimore and Ohio Railroad

IMPORTANT ANNOUNCEMENT

Commencing Monday, March 31st, the line to Chicago via Pittsburg will be open for traffic via its own rails, and through trains via that route will resume their regular schedules.

In addition thereto a new train to Chicago running solid via Pittsburg with modern electric lighted equipment of coaches, drawing room sleeping cars and dining cars will be established on the following schedule:

Leave New York—23rd Street	1:50 P. M.
Leave New York—Liberty St	2:00 P. M.
Arrive Pittsburg	4:50 A. M.
Arrive Chicago	5:00 P. M.

While Wheeling has been reached by way of Pittsburg, it is expected by Monday afternoon the regular route via Grafton will be open.

END OF BELT LINE HORSE CARS.

Third Avenue Electric Begin Running on First Avenue.

First Avenue opened its eyes yesterday upon street cars that did not need horses to haul them. At the same time the drivers of the old belt line horse cars turned their faces to the wall and said the old days were over, for the new automobiles meant the beginnings of the end of the old regime on the city's waterfront.

It was at 1:30 o'clock that the first car of the Third Avenue Railway Company started south from Fifty-ninth street. Fourteen of them were put out yesterday. The cars will go all the way to South Ferry. The track on the lower end of the island is in shape now that horse cars will still run there for a while.

On the "west belt," from Fifty-ninth street to the Battery, the horse cars will run until the Third Avenue, which will help to the line when it bought out the Belt Line Corporation from Edward O. Bell and his backers, gets the cars in order.

E. A. Maher, general manager of the Third Avenue, said that the new cars did a much bigger day's business than the horse cars had ever done.

In the Spring Literary Supplement of The New York Sun, Saturday, April fifth, Brains and Experience applied in the analysis of the entire field of current literature will give you the gist of the most personally interesting writings in books and magazines this refreshing Spring Season. Vastly well you will be served in your selection of Spring Reading by consulting Publishers' advertised lists and announcements of exceptional books in The New York Sun next Saturday Morning.